

# Freight-Related Economic Development Opportunity Study

November 30, 2016

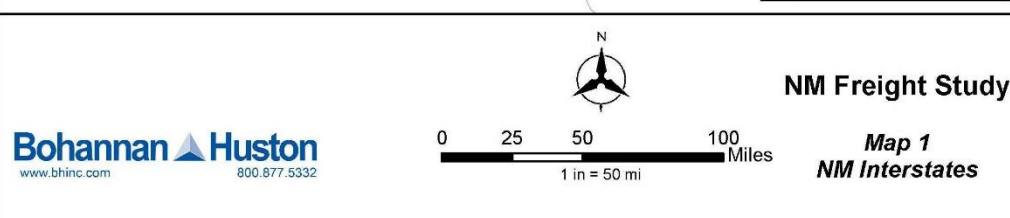
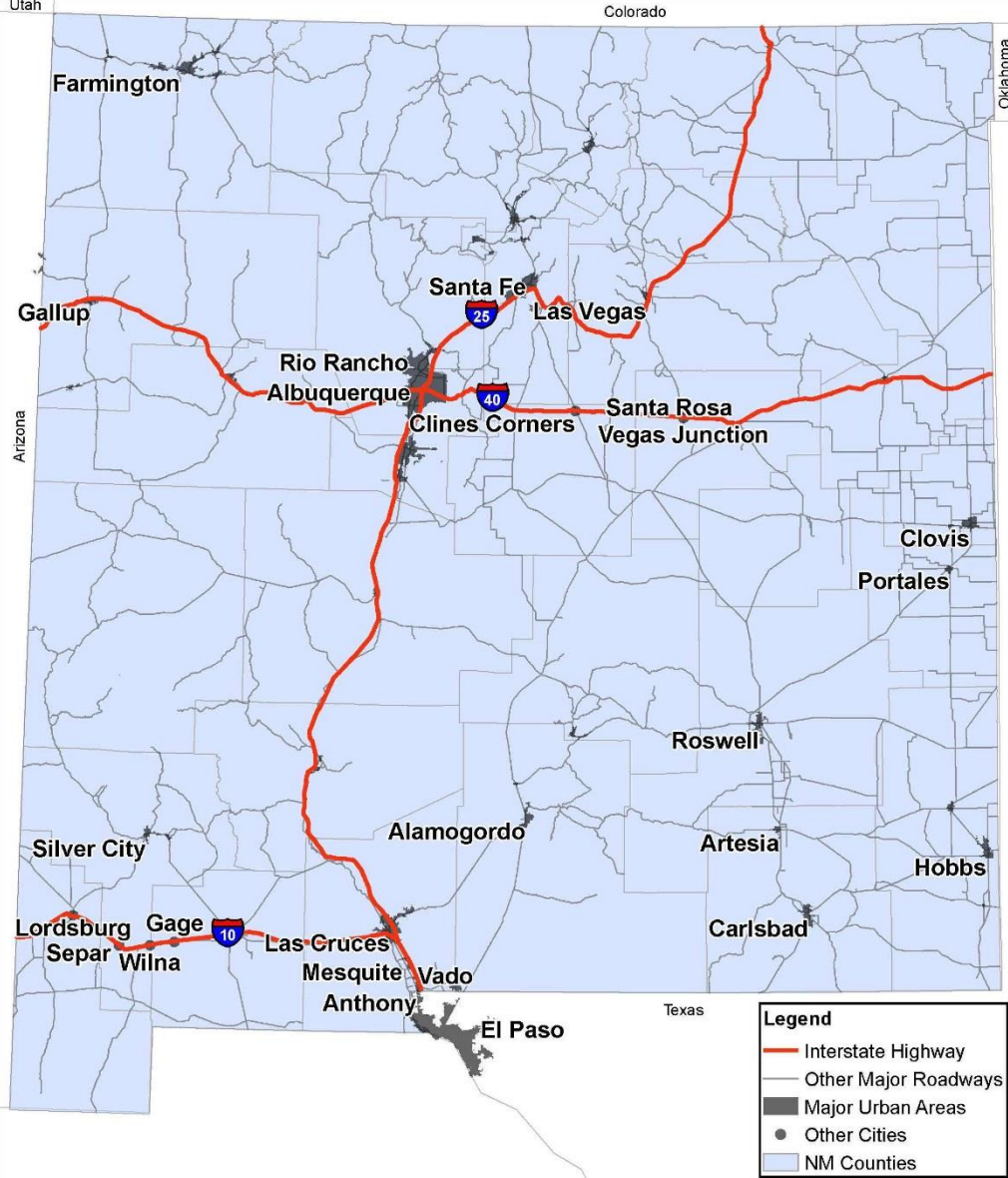


# Topics to Cover

- ▲ Purpose of the Study
- ▲ Survey Effort
- ▲ Economic Development Analysis
- ▲ Conclusion and Recommendations



# State-wide Study





# Purpose of the Study

## ▲ FAST Act

- requires drivers to stop for at least 10 hours after driving 11 hours in a 14-hour period

## ▲ Electronic logging devices (ELD)

- ELD enforcement starts December 12, 2017

## ▲ HM-96

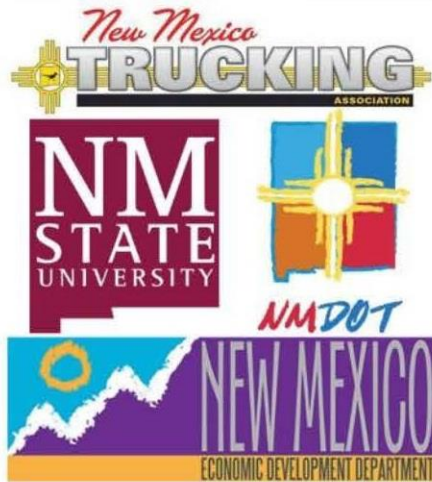
- recognizes emerging economic development opportunities in NM

# Truck Driver Survey

**PLEASE SHARE  
YOUR EXPERIENCE!**

## Truck Driver Parking Services and Preferences and Needs Survey

**<https://www.surveymonkey.com/r/TruckDriverParking>**



The collected responses will be used to inform a state-wide truck freight-related economic development study in New Mexico, as directed by House Memorial 96, which recognizes a need for better truck stops in the state due to the 11-hours of service driving limit. The study will serve as a potential economic development tool to improve truck parking and trucker-related services.

The study is being conducted by Bohannon Huston, Inc., with guidance from the New Mexico Economic Development Department, New Mexico Department of Transportation, New Mexico Trucking Association, and New Mexico State University.

\*Please complete the survey by September 25, 2016

# Truck Driver Survey

▲ Assessed truck driver preferences

▲ Distributed online

- Mesilla Valley Transportation
- NM Trucking Association
- Outwest Express / Wild West Express / Sky Transportation Services
- Real Women in Trucking

▲ In-person on I-10 west of Las Cruces, NM

▲ Postcards at I-10 Ports of Entry

# Survey Questions

## ▲ Driver Background

- Age, employment type, haul length

## ▲ Current Travel Patterns

- Location preference for long-term rest, importance of amenities, time to find parking

## ▲ Future Service Options

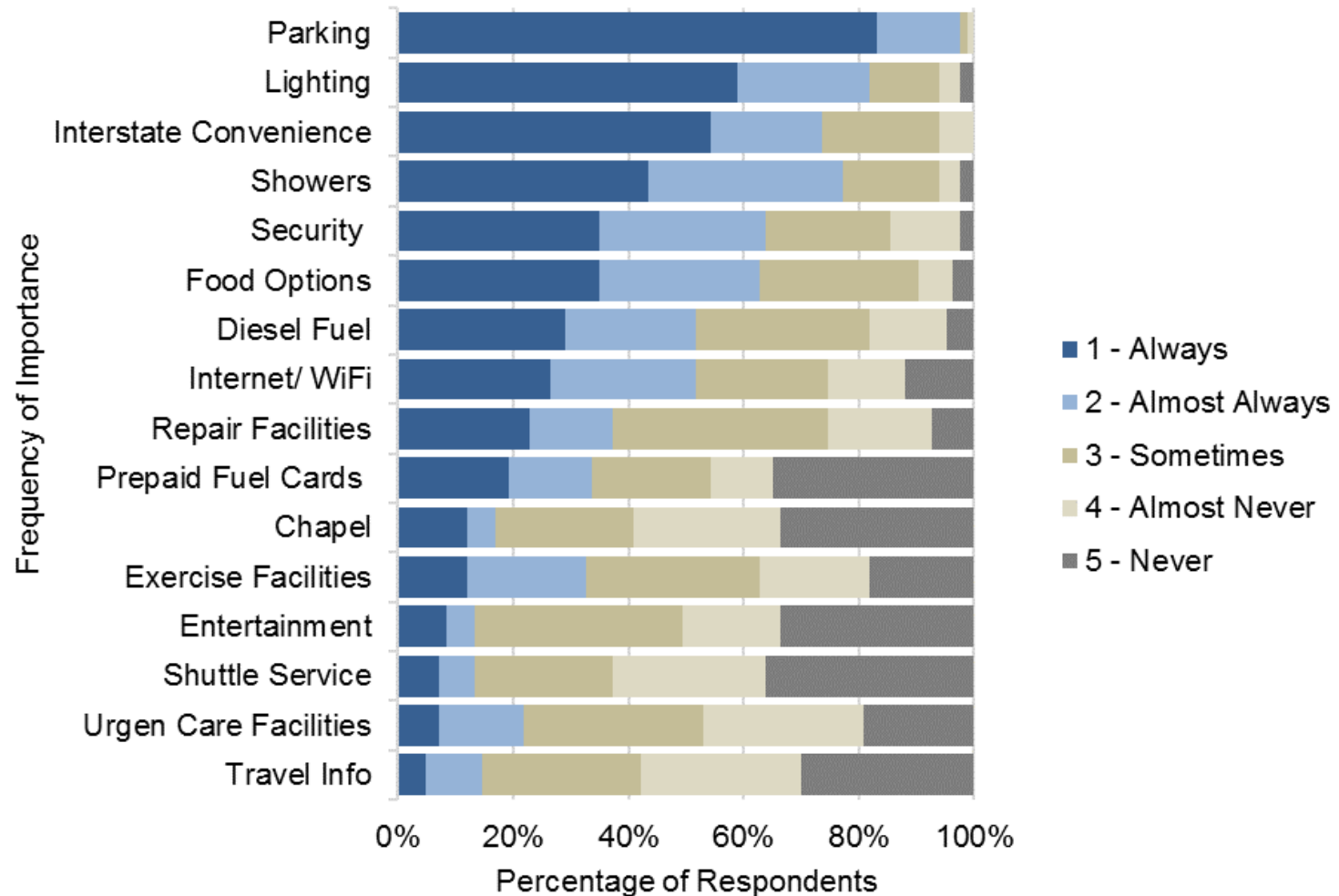
- Safety needs, food and dining needs, health and wellness needs, need for a shuttle

# Survey Results

- ▲ 97 survey responses were received
- ▲ Four key services emerged:
  - Available, convenient, and safe **parking**
  - **Dining** options with quality, fresh, healthy food
  - Areas for **recreational activities** and exercise, including areas to walk pets
  - Facilities with **urgent care and clinics**

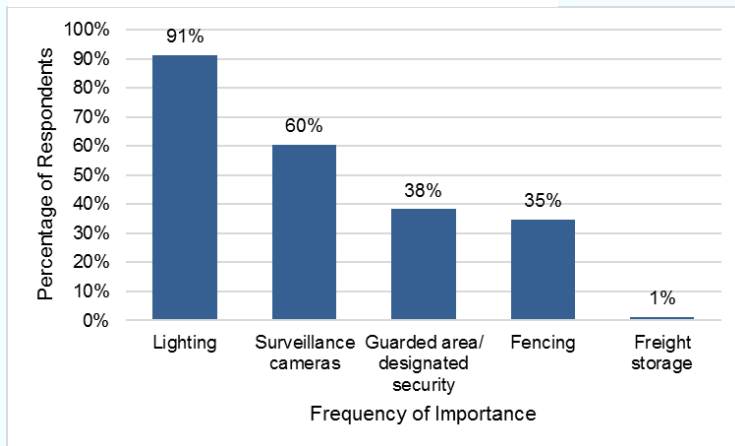


# Driver Preferences

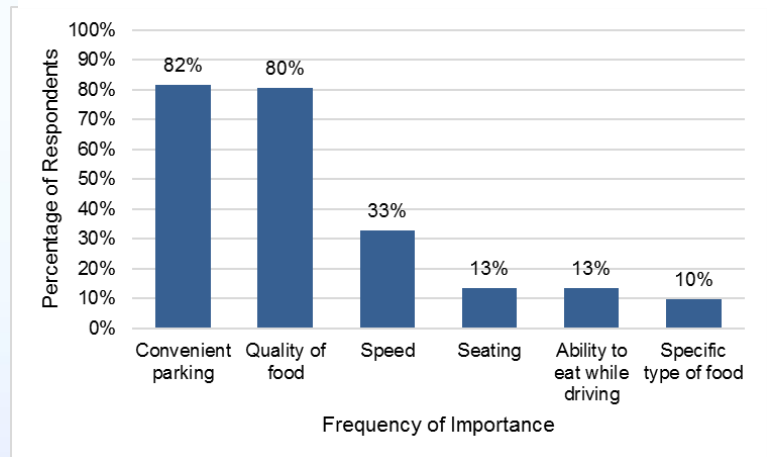


# Trucking Center Details

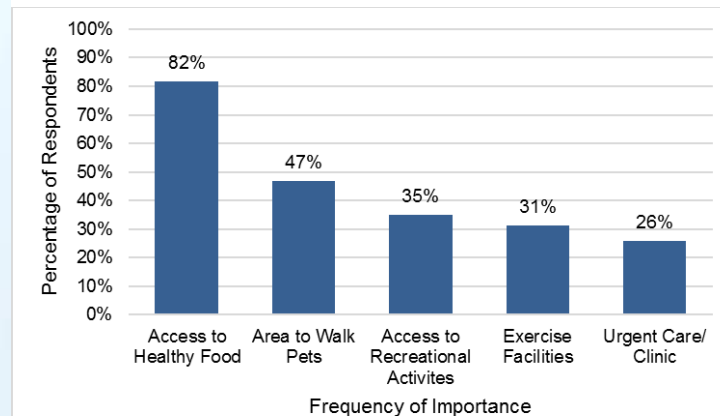
## Important Factors for Security Needs



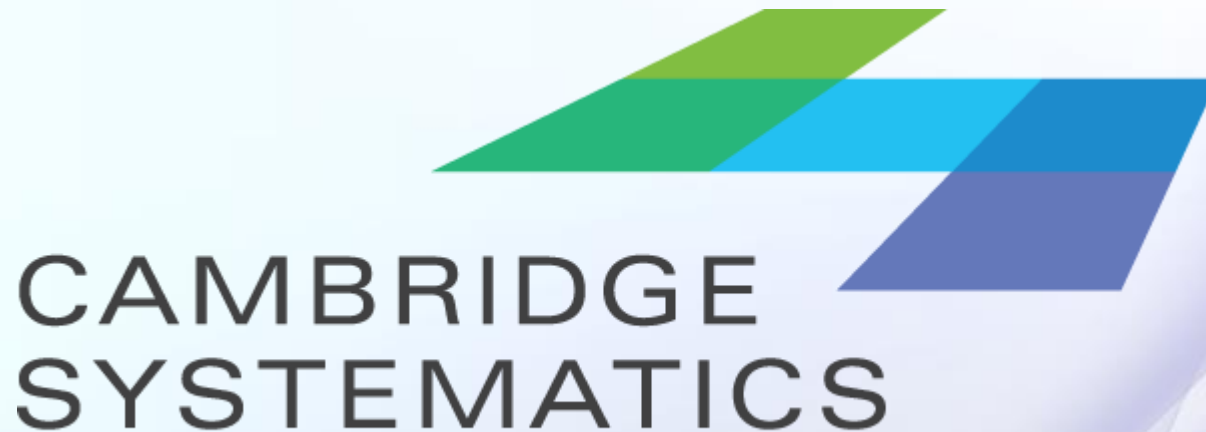
## Important Factors for Choosing Where to Eat Meals



## Important Factors for Health and Wellness Needs



# Economic Development Analysis



# Methodology

## ▲ Phase 1: Truck Flow Analysis

- Screens NM interstate system – existing truck flows

## ▲ Phase 2: Major Freight Generators

- Weights key regional freight generators
- Exports and driving distance from NM interchanges

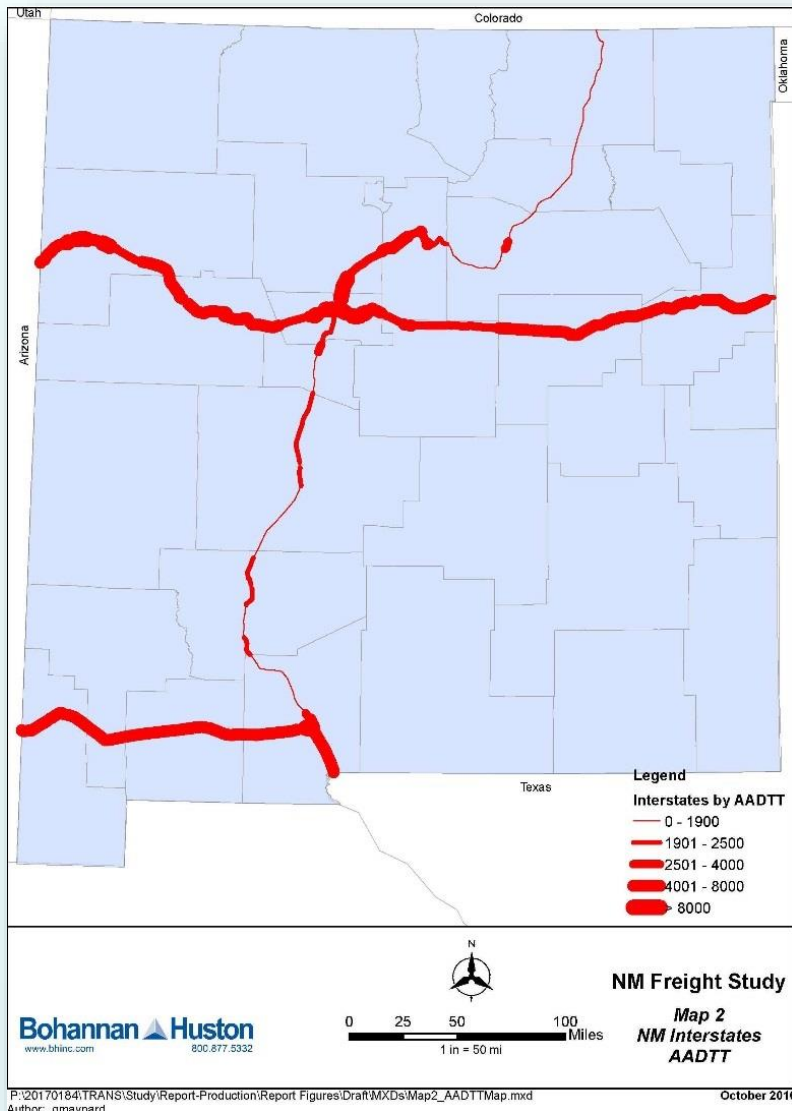
## ▲ Phase 3: Truck Parking, Amenities, and Land Use

- Evaluates parking, driver amenities, land ownership
- Recommends potential locations for truck centers



# Phase 1: Truck Flow Analysis

- ▲ I-40 and I-10 are NM's two key freight corridors
- ▲ I-25 falls below the FHWA's threshold of major truck routes – removed from further consideration in this study



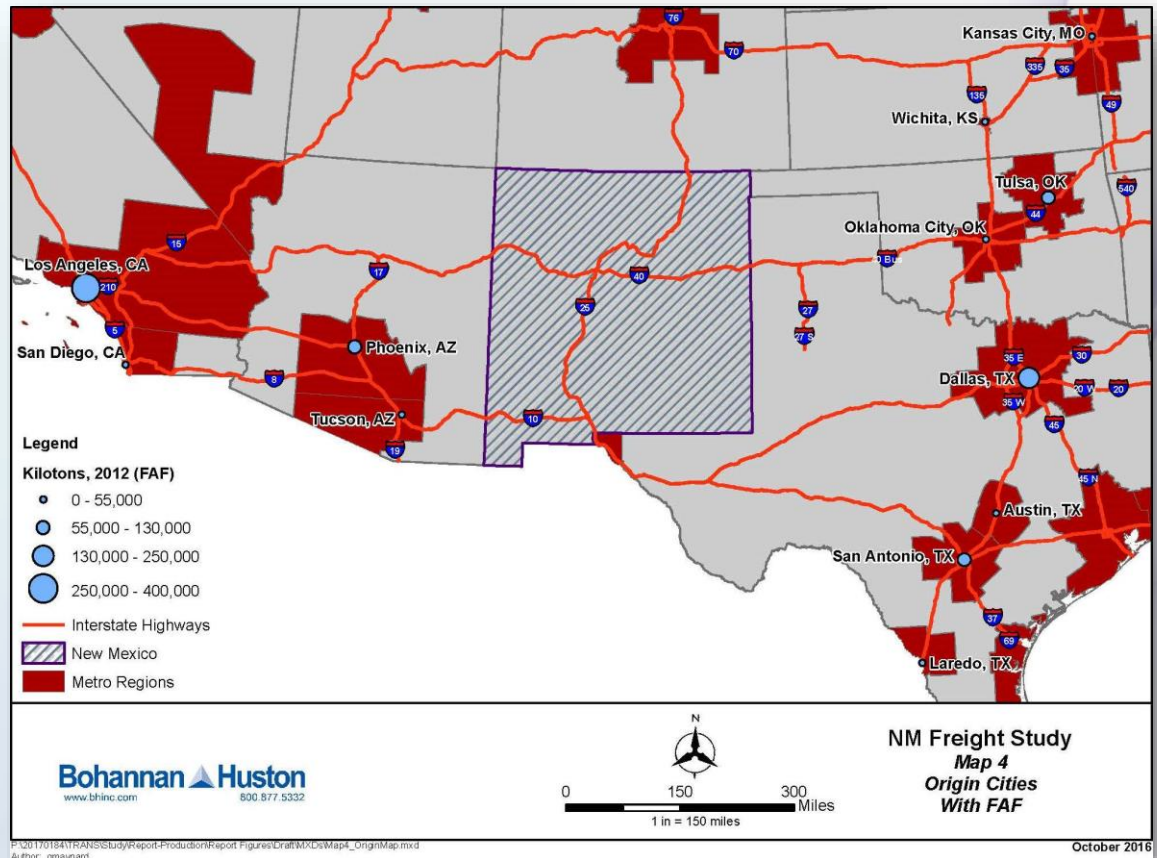
Interstate Combination Truck Flows	
Interstate	AADTT (2015)
I-40	Peak: 19,926; Average: 7,354
I-10	Peak: 8,426; Average: 5,877
I-25	Peak: 9,024; Average: 2,096

# Phase 2: Major Freight Generators

- ▲ Identified major freight-producing metro areas within an 9 to 11-hour drive of NM
  - Buffer analysis
    - 770 linear miles
  - Travel time calculation
    - Google distance matrix
    - 20% inflated drive time
  - Scoring and weighting each origin-to-destination
    - drive time
    - volume of freight tonnage

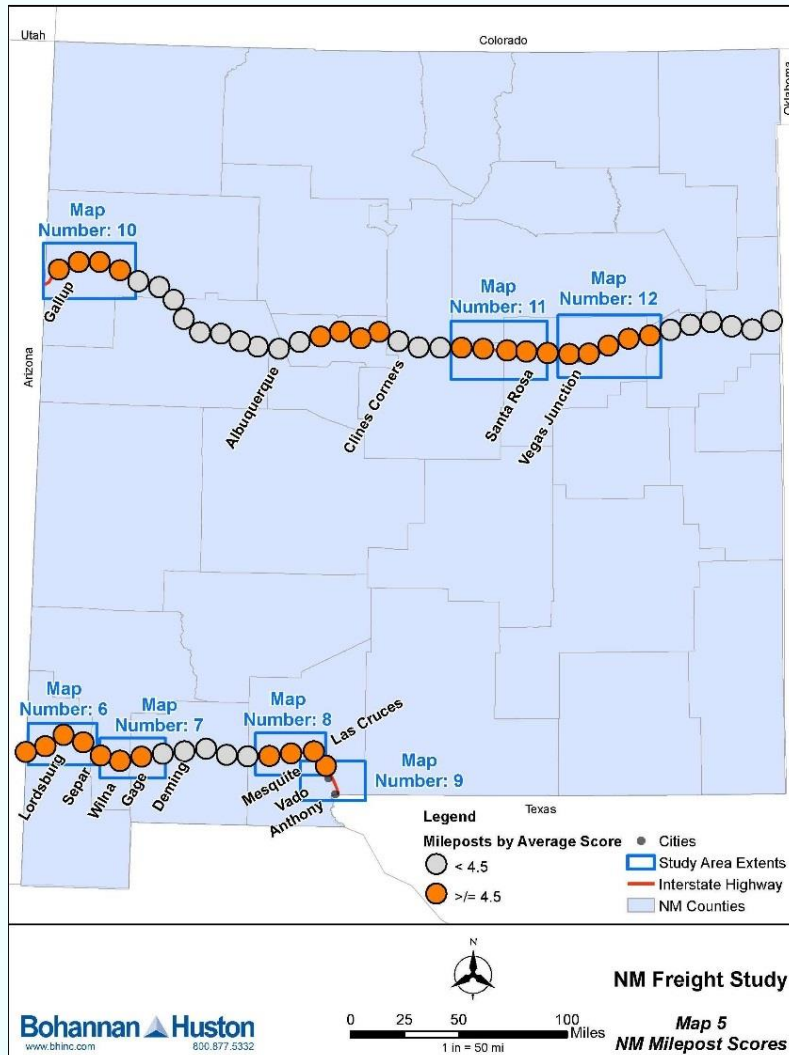
# Phase 2: Major Freight Generators

Total Freight Exports by Origin	
Metropolitan Area	Kilotons
Austin, TX	53,000
Dallas-Ft Worth, TX	241,000
Laredo, TX	34,000
Los Angeles, CA	397,000
Oklahoma City, OK	46,000
Phoenix, AZ	85,000
San Antonio, TX	126,000
San Diego, CA	43,000
Tucson, AZ	28,000
Tulsa, OK	74,000
Wichita, KS	25,000



# Phase 2: Major Freight Generators

- ▲ 7 Sectors Identified
  - 3 on I-40, 4 on I-10
  - ABQ is well served



Interstate Segments Emerging from Phase 2 Screen			
Sector	Interstate	From (exit)	To (exit)
Lordsburg	I-10	3	34
Separ-Wilna-Gage	I-10	42	68
Las Cruces	I-10	116	144
Mesquite-Vado-Anthony	I-10	151	164
Gallup	I-40	3	44
Clines Corner-Vegas Junction	I-40	218	256
Santa Rosa	I-40	263	311



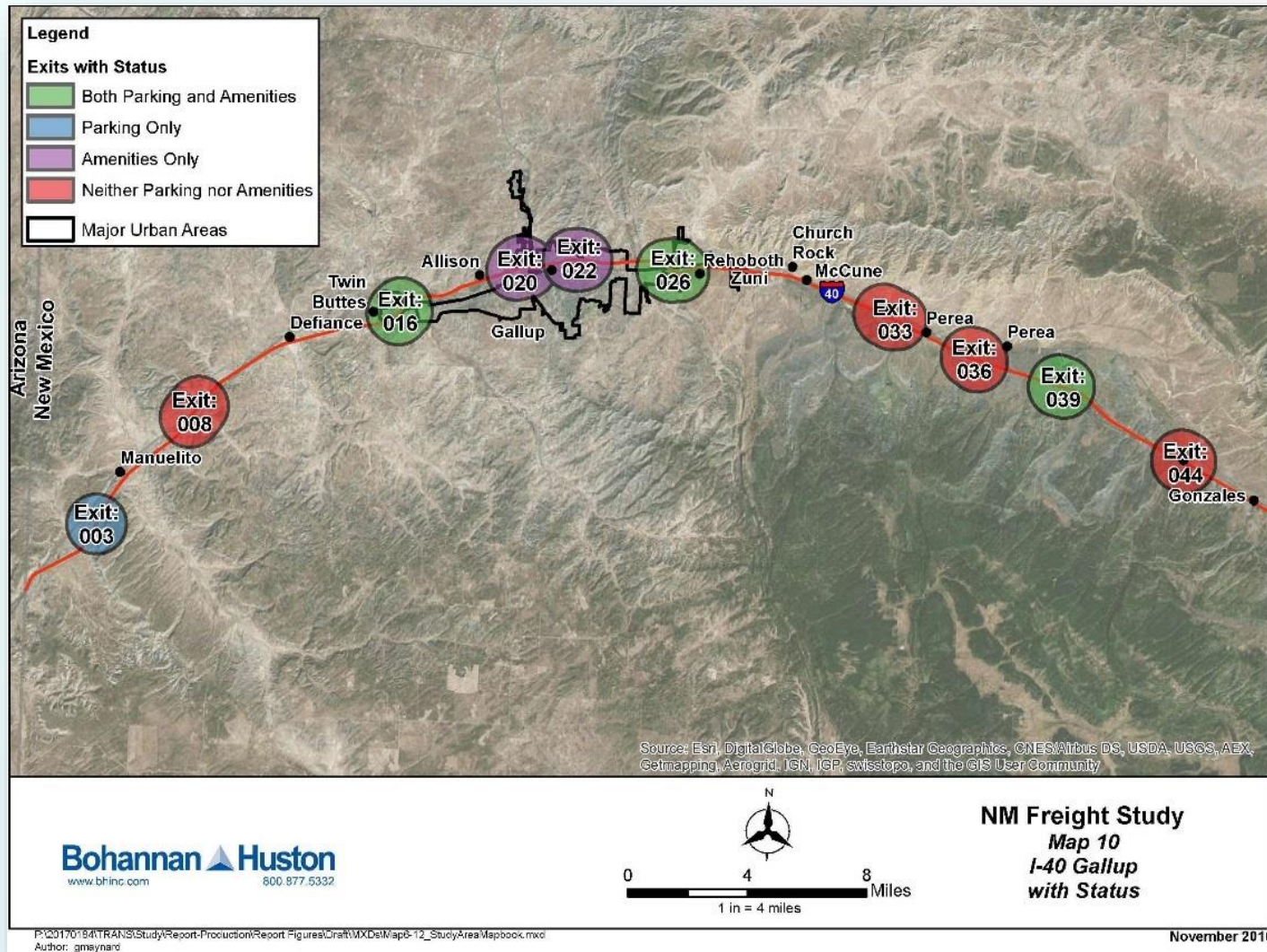
# Phase 3: Parking, Amenities, and Land

- ▲ Buffer analysis around each interchange within the 7 prioritized sectors
- ▲ Identification of the presence of truck parking, amenities, and land use/ownership
- ▲ Ranking within each of the interstate segments

# Phase 3: Summary of All Sectors

Analysis Results	
Sector	Notes
<b>Lordsburg</b>	Generally rural, with a good mix of facilities and amenities on either side of Lordsburg. A large proportion of land in the western portion is owned by the US BLM. There is an abandoned truck stop at exit 5. Segments of this sector (between mile markers 5 and 15) are prone to repeat closures due to dust events, resulting in a need for truck parking facilities.
<b>Separ-Wilna-Gage</b>	A predominately rural sector, with the easternmost truck stop near the town of Deming (which itself lies outside the study area). The westernmost and easternmost segments of this sector (west from mile marker 42 and east from mile marker 68) are prone to repeat closures due to dust events, resulting in a need for truck parking facilities.
<b>Las Cruces</b>	A well-served area including a scenic overlook with truck parking. Many amenities in the Las Cruces area, though parking is limited. Two truck-specific complexes.
<b>Mesquite-Vado-Anthony</b>	A shorter segment on the north-south portion of I-10 near the Texas border. One truck-specific complex, with a string of small towns to the west just outside of the study area. Exit 164 has a New Mexico visitors' center, with truck parking but no amenities.
<b>Gallup</b>	The town of Gallup has full-service facilities on either side. A New Mexico rest stop is located to the west; another truck stop is located at exit 39. Many exits are located in predominately Tribal land.
<b>Clines Corner-Vegas Junction</b>	A few truck stops and facilities appear in this predominately rural stretch. Land is mostly owned privately or by New Mexico.
<b>Santa Rosa</b>	Santa Rosa has several truck complexes and many amenities. Elsewhere, a few small towns offer services but the sector is otherwise rural. Land is mostly owned privately or by New Mexico.

# Phase 3: Map for Gallup Area



# Phase 3: Table for Gallup Area

Geography				Land Ownership						Parking		Amenities				
Route	Sector	Milepost	Distance to Metro	US BLM	US DOD	US FS	Tribal	Private	NM	Paved Truck Parking	Lot Parking	Diesel Fuel	Green Space	Physical Activity	Fast Food	Sit Down
I-40	Gallup	3	17	1%			93%	6%		●	●		●			
I-40	Gallup	8	12				57%	43%								
I-40	Gallup	16	4				1%	96%	3%	●	●	●	●	●	●	●
I-40	Gallup	20	0					100%				●	●	●	●	●
I-40	Gallup	22	0				0%	100%				●	●	●	●	●
I-40	Gallup	26	4	6%			25%	69%		●	●	●	●	●	●	●
I-40	Gallup	33	11		21%		79%									
I-40	Gallup	36	14			5%	95%									
I-40	Gallup	39	17			9%	3%	70%	19%	●	●	●	●		●	●
I-40	Gallup	44	22			5%	3%	91%								



# Conclusions and Recommendations



# Preferred Services for Any Location

Trucking Center Preferred Services	
Amenity	Description
<b>Parking Features</b>	Parking facilities should have a security presence and safety features, including lighting, surveillance cameras, and a guarded area/designated security. Facilities should also allow for truck accessibility and maneuverability. Diesel fuel availability should also be included in trucking centers. It is also assumed that truck drivers will utilize trucking centers to park for long-term rest.
<b>Food and Dining</b>	Food choices should be high quality, fresh, and healthy. Potential dining options could include salad bars and grocery stores.
<b>Recreation and Exercise</b>	Opportunities for recreation and exercise should include informal green space and areas to walk pets, in addition to formal facilities to exercise.
<b>Proximity</b>	It is beneficial to locate the trucking center in close proximity to both the interstate and an urban area.
<b>Personal Care and Leisure</b>	Typical needs for personal care include showers, clinics, and salons for hair and nail services. Trucking centers should also include Internet and Wi-Fi availability.

# What to do Next

- ▲ Evaluate parking capacity
- ▲ Evaluate parking demand
- ▲ Support urban areas
- ▲ Enhance existing facilities
- ▲ Extend public transit
- ▲ Create incentives
- ▲ Engage public-private partnerships
- ▲ Coordinate on local, regional, state level

# Questions?